

INTIMATIONS

WATSON'S
CARBOLIC TOOTH
POWDER

Pleasant to use, CLEANSING
and POWERFULLY ANTI-
SEPTIC, Destroys disease germs
which invade the mouth, and so
PREVENTS GUM DISEASE
and DENTAL DECAY.

PRICE 40 CENTS PER LARGE TIN.

WATSON'S
PURE CARBOLIC
SOAPS

Highly recommended by the
Medical Profession for the Bath
and Toilet. In three strengths:
20 per cent, 10 per cent, and
5 per cent.

A. S. WATSON
& CO., LTD.,

CHEMISTS, DRUGGISTS AND
PERFUMERS.

By APPOINTMENT TO HIS EXCELLENCY
THE GOVERNOR.

119

NOTICE TO CORRESPONDENTS.

Only communications relating to the
news column should be addressed to THE
EDITOR.

Correspondents must forward their
names and addresses with communica-
tions addressed to the Editor, not for
publication but as evidence of good faith.
All letters for publication should be
written on one side of paper only.

No anonymously signed communica-
tions that have already appeared in
other papers will be inserted.

Orders for extra copies of DAILY PRESS
should be sent before 11 a.m. on day of
publication. After that hour the supply
is limited. Only supply for Cash.

Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Lieber.
P.O. Box 54. Telephone No. 12.

BIRTH.

LACHLAN.—At Foochow, on September
20th, to Mr. and Mrs. F. P. LACHLAN,
a daughter. [1102]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 22ND, 1914.

In view of the thousands of prisoners
now in the hands of the combatants, a
few remarks on the modern treatment of
prisoners of war may not be without
interest. The earliest practice was to
kill all prisoners. A relaxation of this
extreme severity took the form of making
prisoners slaves, a practice which died
out in Europe early in the eighteenth
century. At a later date a system of
ransom and exchange came into vogue.
For example, by a convention made
between England and France in 1780, a
Marchal of France and an Admiral of
England were valued at sixty common
soldiers, who in turn were valued at the
equivalent of one pound sterling each,
so that a Marchal or an Admiral could
be exchanged for sixty men, or as an
alternative for a ransom of £60. Later
ransom fell into disuse and exchange took
its place, and still later a practice grew
up of releasing officers, and sometimes
men as well, on parole, breach of parole
entailing death. A still further relaxa-
tion of these rules came into force after
the Brussels Conference of 1864, whereby
the Government, in whose power are the
prisoners of war, undertook to provide

for their maintenance, which had been
previously left to chance. Now the
treatment of prisoners of war is regulated
by The Hague Convention of 1907. It
lays it down that prisoners of war are
in the power of the hostile Government,
but not of the individuals or corps which
capture them. They must be humanely
treated. All their personal belongings
except arms, horses, and military papers
remain their property. They may be
interned in a town, fortress, camp, or
other place, and are bound not to go
beyond certain fixed limits, but they
cannot be placed in confinement except as
an indispensable measure of safety and
only while the circumstances which
necessitate the measure continue to exist.
The State may employ the labour of
prisoners of war other than officers,
according to their rank and capacity.
The work shall not be excessive, and shall
have no connection with the operations
of the war. Prisoners may be authorised
to work for the public service, for
private persons, or in their own interest.
Work done for the State is to be paid for
at rates proportionate to the work of a
similar kind executed by soldiers of the
national army, or if there are no such
rates in force, at rates proportionate to
the work executed. When the work is for
other branches of the public service or
for private persons the conditions are
settled in agreement with the military
authorities. The wages of the prisoners
shall go towards improving their
position, and the balance shall be paid
them on their release, deductions on
account of maintenance excepted. It is
also provided by the Convention that the
Government into whose hands the
prisoners of war have fallen is charged
with their maintenance. In default of
special agreement between the belligerents,
prisoners of war shall be treated as
regards rations, quarters, and clothing
on the same footing as the troops of the
Government which captured them. Prisoners
of war shall be subject to the law and
regulations in force in the army, any
act of insubordination justifying the
adoption towards them of such measures
of severity as may be considered
necessary. Escaped prisoners who are
retaken before being able to rejoin their
own army, or before leaving the territory
occupied by the army that captured them,
are liable to disciplinary punishment. But
prisoners who, after succeeding in
escaping, are again taken prisoners, are
not liable to punishment on account of
their previous escape. Every prisoner of
war is bound to give, if asked, his true
name and rank, and if he fails to do
so he is liable to have the advantages
given to prisoners of his class curtailed.
Prisoners may be set at liberty on parole
if the laws of their country allow it, and
in such cases they are bound on their
personal honour scrupulously to fulfil
their engagements. No prisoner of war
may be compelled to accept his liberty on
parole. Nor is a hostile Government
obliged to set anyone at liberty on parole.
Newspaper correspondents, settlers, and
contractors who fall into the enemy's
hands are entitled to be treated as
prisoners of war if they hold a certificate
from the authorities of the army which
they accompany. A bureau of informa-
tion relative to prisoners of war is to
be instituted at the commencement of
hostilities in each of the belligerent
States, and, when necessary, in neutral
countries which have received belligerents
into their territory. The business of
this Bureau is to reply to all inquiries
about prisoners, to receive from the
various services concerned full informa-
tion respecting internments, transfers,
releases on parole, exchanges, escapes,
admissions into hospital, deaths,
as well as any other information
necessary for it to make out and keep
up to date an individual return of each
prisoner of war. The Bureau must also
state in this return the regimental
number, name, age, place of origin, rank,
wounds, date and place of capture, in-
ternment, wounding, and death, as well
as collect all valuables, letters, etc., found
on the field of battle or on prisoners. We
have just been told in the telegrams that
the belligerent Powers have exchanged
lists of their prisoners, and it should pre-
sently be possible to learn exactly to what
extent each of the armies in the field has
been depleted by captures.

A meeting of the Hongkong Sanitary
Board takes place to-day.

Dr. Morrison and Sir Richard Dane
have returned to Peking.

At a special meeting of the members of
the Singapore St. Andrew's Society, a
suggestion previously made that instead
of a ball being held a subscription list
be opened for a war relief fund was
unanimously approved. It was also
decided that, in support of the same
object, arrangements be made for the
holding of a Bazaar Concert on January
25th.

THE WAR.

[THROUGH REUTERS AGENCY.]

BATTLE OF THE
AISNE.STRENUOUS FIGHTING IN
BAD WEATHER.SLOW BUT STEADY PROGRESS MADE BY
THE ALLIES.

LONDON, September 20th.
4.30 p.m.

The Official Press Bureau announces that there is no change in
the situation. The weather is very bad. Counter-attacks were delivered
yesterday afternoon and in the night, but were easily repulsed with loss
to the enemy.

6.50 p.m.

A Paris communiqué issued this afternoon states:—

The Left Wing has made further slight progress on the right bank
of the Oise.

The honour of capturing another Standard belongs to an Algerian
division.

All the enemy's attempts, supported by numerous guns, to break
our front between Craonne and Rheims, has been repulsed.

The Germans have persisted in firing at Rheims Cathedral which
is now aflame. The Hills of Brimont, near Rheims, a part of which we had
taken, have been re-taken, but we have taken the Grove of Romelle.

In the Centre we have captured the village of Souain, and made
a thousand prisoners.

Our progress on the western slope of the Argonne has been confirmed.

The enemy in Lorraine have retired beyond our frontier, and more
particularly are evacuating the region of Avricourt.

The Germans unsuccessfully attempted the offensive in the Vosges
against Saint-Die.

Our progress is slow here owing to the difficult country, the
defensive works and bad weather.

LONDON, September 21st.
2.50 a.m.

A French official announcement at 11 o'clock in the evening says:—

The French troops north of the Aisne below Soissons gave some
ground before a violent attack delivered by superior forces, but
immediately re-conquered the positions.

The French continue to progress along the right bank of the Oise.

The French troops also repulsed all the vigorous attacks of the
enemy north of Rheims.

The French attackers made farther progress in Argonne, but at
last the rains soaked the ground, rendering the movements very difficult.

AN ATTEMPT TO TURN THE GERMAN FLANK.

LONDON, September 21st.
5.00 a.m.

The Daily Mail Correspondent at Amiens reports that furious
fighting is in progress east of Peronne, indicating possibly an attempt to
turn the German flank.

A REVOLTING ACT OF
VANDALISM.PROTEST AGAINST THE DESTRUCTION OF THE
HISTORIC CATHEDRAL OF RHEIMS.

The following Official Circular has been sent by the French
Government to its Diplomatic Agents all over the world:—

"Without having even the excuse of military necessity, the
German troops bombarded, systematically and furiously, the
Cathedral at Rheims.

"The famous basilica is now no more than a mass of ruins.

"The Government of the French Republic considers it its
duty to denounce and hold up to universal indignation this
revolting act of vandalism, for, in setting aflame this historic
sanctuary, humanity is robbed of an incomparable part of its
artistic inheritance."

[The Cathedral was the great glory of the metropolitan see of
France and was considered to be the most magnificent church north of the
Alps. It was built by Robert de Coudry (1212-41). Nothing was more
striking about the exterior than the unity and harmony of the whole,
notwithstanding the many statues and other ornaments with which it was
profusely embellished. The interior had much resemblance to Westminster
Abbey, only it was bolder and simpler, much more so than the exterior.
The Cathedral of Rheims had been the scene of the consecration of most of
the French Monarchs down to Charles X.]

FRANCE PROTESTS TO THE POWERS.

LONDON, September 21st.

France has protested to the Powers against the bombardment and
destruction by the Germans of the Cathedral at Rheims, which was an
unique jewel of architecture.

[THROUGH REUTERS AGENCY.]

NAVAL NEWS.

THE "EMDEN" SINKS FIVE BRITISH
SHIPS.H.M.S. "PEGASUS" DISABLED BY A GERMAN
CRUISER.

LONDON, September 20th.
10.25 p.m.

The Official Press Bureau announces that the German cruiser
Emden, from the China station, suddenly appeared in the Bay of Bengal
on the 10th inst. and captured six British steamers, five of which were sunk
and the sixth was sent to Calcutta with the crews of the vessels.

The Official Press Bureau further announces that the German
cruiser *Königsberg* attacked H.M.S. *Pegasus* while the latter was anchored
at Zanzibar repairing her machinery, completely disabling her.

The *Pegasus*, which was outraged, lost twenty-five killed and
eighty wounded.

BRITISH AUXILIARY CRUISER SINKS A GERMAN
MERCHANT CRUISER.

The Official Press Bureau also announces that the British auxiliary
cruiser *Carmanina* engaged the German merchant cruiser *Cap Trafalgar*
(or *Berlin*), off the South American coast. The German vessel was capsized
and sunk after an action which lasted an hour and three-quarters.
A collier rescued the survivors.

The *Carmanina* had nine killed and twenty-six wounded.

LATER.

Reuter's Correspondent at Buenos Aires says it was the *Cap*
Trafalgar that the *Carmanina* sank. The *Cap Trafalgar* was a new
10,000-ton liner.

UNSUCCESSFUL ATTEMPT TO SINK A BRITISH
WARSHIP WITH AN INFERNAL MACHINE.

H.M.S. *Cumberland* reports that a German steamer unsuccessfully
attempted to sink H.M.S. *Dwarf* with an infernal machine. The steamer
was captured.

After this another German steamer rammed the *Dwarf*, which was
slightly damaged. The assailant herself was wrecked, losing four whites
and ten coloured men, while eight whites and fourteen coloured are
missing.

A German launch carrying explosives was also destroyed.

The German cruiser *Emden* was attached to the German China
Squadron, and was reported to be at Kiaochow when the Great Britain
declared war against Germany. She is a third-class cruiser of 3,544 tons,
built in 1907-8, and carries twelve 4.1-in. guns, four 2.1-in. and four
machine guns. Her speed is given as 25 knots.

The *Königsberg* is also a third-class cruiser of similar size. Her
armament is ten 4.1-in., eight 2.1-in. and four machine guns. Her speed
is given as 23.5 knots. The *Königsberg* is the ship that sank the *City of*
Winchester a few weeks ago. She seems to have been stationed on the West
Coast of Africa.

H.M.S. *Pegasus* is a third-class cruiser, built in 1897-9, at a cost
of £134,919. Her displacement is 2,135 tons and indicated horse power,
7,000. The ships of her class carry eight 4-in. guns and eleven 3-pr.
machine guns. Her complement is 234 officers and crew. The *Pegasus* is
described as "practically obsolete."

H.M.S. *Dwarf* is a small vessel on special service on the West Coast
of Africa.

The auxiliary cruiser *Carmanina* is a Cunard liner of 19,524 tons,
and 18 knots speed; built in 1905.

REAR-ADMIRAL PATEY PROMOTED.

LONDON, September 21st.
2.20 a.m.

Rear-Admiral Patey of the Australian Squadron has been
promoted Vice-Admiral.

[This is doubtless a recognition of the services the Admiral
rendered in the occupation of Herberishshoe.]

MR. JOHN REDMOND ON THE DUTY OF IRISHMEN.

LONDON, September 21st.

Mr. John Redmond, reviewing the Volunteers at Wicklow, declared
that the war was undertaken in defence of the highest principles of
morality and right. Irishmen would be forever disgraced if they shrank
from proving on the battlefield that gallantry which had distinguished
the race throughout history.

AN OBJECT LESSON TO THE
BRITISH PEOPLE.

The *Times* in its leading article on the
5th ult.—"the day which will be
momentous in the history of all time,"
namely, the date when Great Britain
declared war against Germany, wrote:—

"We have refused to do to-day what Mr.
Gladstone told us in 1870 honour and
conscience forbade us to do. We have
refused 'quietly to stand by and witness
the perpetration of the direct crime that
ever stained the pages of history, and thus
become participants in the sin.' We are
fighting now to save a flourishing con-
stitutional kingdom which has constantly
deserved and enjoyed our friendship
against a wrong no independent State
could tolerate without the loss of all its
most essential liberties. We are going
into the war that is forced upon us as the
defenders of the weak and the champions
of the liberties of Europe. We are
drawing the sword in the same cause for
which we drew it against Philip II.,
against Louis XIV., and against
Napoleon. It is the cause of right and
honour, but it is also the cause of our own
vital and immediate interests. The
Netherlands and Belgium largely owe
their independent existence to the instinct
we have ever felt and ever acted on—that
on no account whatever can England
suffer the coasts of the North Sea and of

the narrow seas over against her own to
be at the command of a great military
monarchy, be that monarchy which it
may. We cannot rely in such a matter
upon undertakings, or obligations, or
assurances. Would Germany, when she
had 'dispeled our distrust,' respect
them better than she has repeated her
guarantees of Luxemburg and of Belgium?
Her action at this moment is the clearest
object-lesson we could desire of the wisdom
and the imperious necessity of our tradi-
tional policy. On that policy we have
now to act."

HEAVY FLOODS AT WEIHSIEN

At Weihsien (an important railway
point between Tsingtau and Tsinanfu) a
heavy storm has worked great havoc. The
raised street called Fungyay, with shops
on it, has been carried away by the flood-
ing from the rise of the Peilanghuo,
which has also broken the railway. Some
300 lives are reported as lost. At the
American Mission compound, where the
Arts and Science College is, the front gate
to the north, the isolation hospital and
other buildings have been carried away
by the flood. The gatehouse, etc., were in
eight feet of water, and the people had
to be rescued by the missionaries launch-
ing a boat from the top of the slope.
Eight or more thousand dollars worth of
damage is said to have been done.

LATE TELEGRAMS.

LETTERS FROM THE FRONT.

TOMMY ATKINS IN FRANCE.

LONDON, August 23rd.

While the movements of the British troops on the continent are enveloped in mystery, the papers publish extracts from letters written by some of the soldiers at the front which throw an interesting light on the situation. For instance, sergeant writes:

"The Germans seem to have put their best troops on the firing line in Belgium, under the impression that anything was good enough to beat the Belgians. A private writes: 'Our greatest trouble is to get away from the French villagers who offer us wine. After what Lord Kitchener said, most of us are strict teetotalers, and will remain so until the war is over.'"

Another private says: "German prisoners are astonished to see our uniforms. They never imagined that we had crossed."

A corporal writes: "German spies are plentiful. They come in all disguises. One was a travelling monk, another a commercial traveller, a third wanted to be attached to our force as a camp follower. They were quickly dealt with by the French."

SWISS MOBILIZATION.

WASHINGTON, August 22nd.

At the Swiss Legation here the following statement was made public to-day: "The Swiss Federal Council has mobilized from the beginning the whole military force of Switzerland, the Elite, the Landwehr and part of Landsturm, numbering about 300,000 men all told. The mobilization is not the result of a menace to Switzerland, but merely a precautionary measure. The efficient training of the army and the careful war preparation enable Switzerland to maintain the inviolability of its territory."

"The mobilization was completed quickly and speedily. The frontiers, the Alpine passes as well as the Gothard and St. Maurice fortifications, are strongly guarded. The German railway station at Basel is barred. Railroad traffic between Germany and Basel has ceased, as all trains are stopped in the German stations outside Basel. The Swiss-German boundary there is sharply guarded on both sides. Some German patrols which crossed the boundary line were immediately disarmed and interned."

VOLUNTEERS IN PARIS.

PARIS, August 22nd.

Foreign volunteers are mobilizing in Paris. Last night Joseph Garibaldi, son of the Liberator, and his two sons, Ricciotti and Bruno, reached the city. They were received by a large number of Italian volunteers and met with a warm reception from the general public.

To-day a considerable number of volunteers of various nationalities have been enrolling—Americans, Rumanians, Slavs, Italians, Greeks, Turks, Luxemburgers and English. They assembled in various spots in the city and were cordially greeted. They looked a very fit lot of men and appeared to be enthusiastic about their mission to help to defend their second patria.

All the groups marched from their places of assembly to the Invalides. There they assembled according to their nationalities.

THE HARVESTERS.

PARIS, August 22nd.

Rural France is making a valiant struggle to harvest its crops. Only old or crippled men and women are working in the fields. The men have gone, the horses have disappeared, part of the cattle have been driven off and the inns are closed.

At Etretat, on the Norman coast, out of a population of 1,900, only thirty-four men are left, and there is not a horse in the place excepting a few old animals. Americans have a large number of villas there, and instead of golfing and playing tennis these wealthy people are working in the fields and orchards, cheering up the peasants.

Already the question of food supply should Paris become beleaguered, which is regarded as most improbable, is occupying the attention of the academy of sciences. A Committee on hygiene is arranging for "years of preserved beef, milk, etc."

Objections to keeping and caring for large herds of cattle, with the possibility of bovine diseases, such as was experienced in 1870, is pointed out, as against the advantages of a preserved food supply.

GERMAN ENTRY INTO BRUSSELS.

LONDON, August 22nd.

A despatch to the *Daily Mail* from Brussels, which came by way of Ghent, adds the following details concerning the entry of the Germans to Brussels:

"Burgomaster Max met the Germans outside the city. He was accompanied by four sheriffs, who went out in a motor car."

"M. Max endeavored to assert the claims of the populace to certain rights under the rules of war, but was roughly interrupted by the German officers, who insisted that he remove his scarf of office."

"The burgomaster complied, and the negotiations being satisfactorily concluded, he was ordered to continue in charge of the civic affairs of the capital. At the same time he was warned that he would be held personally responsible for any overt act of the populace against the Germans."

JAPANESE AIRMEN DROP BOMBS ON TSINGTAO.

Tokyo, September 15th.

It is officially announced that a Japanese aeroplane dropped bombs on the barracks at Tsingtau and returned safely. A destroyer flotilla operating in Jao-shan Bay has driven in the enemy's patrols.—*N.C. Daily News*.

STORIES FROM BATTLE.

"FOR GOD, KING AND COUNTRY."

Field Marshal Sir J.

stirring address to his troops before the battle at the beginning of this month said:

"We are called upon to fight beside our gallant Allies of France and Belgium to uphold the national honour and freedom. Have confidence in yourselves and in the knowledge of your powers. Trusting to the righteousness of our cause, we do or die for God, King and Country."

GERMANS TRAPPED AT CHARLEVILLE.

A correspondent describes a lively affair at Charleville, near Metz. The French destroyed twenty-two bridges over the Meuse, leaving three enticingly intact, but mined. The Germans crossed into the town and the bridges were then blown up, thereby entrapping the Germans, who were exposed to a withering fire from quick firers and guns posted on the neighbouring heights. A sheer massacre ensued among the flower gardens. The Germans fought furiously until reinforcements arrived.

It was in Charleville that the French Army was entrapped in 1870, the result of a manoeuvre by the Germans, leading to the disaster of Sedan.

BALACLAVA RECALLED.

The *Daily Mail* of September 3rd records a feat of the Ninth Lancers on the Belgian frontier recalling Balacava. The regiment rode straight at a battery of eleven guns, hidden by haystacks, which had wrought havoc among the British. The Lancers cut down the gunners, disabled the guns and then returned amid a murderous fire from the other batteries.

SOME HUMANE INCIDENTS.

In spite of the ferocity of the fighting in France, pleasing incidents are reported of the co-operation of the British and German Medical Corps on the battlefield. Both sides have exchanged drugs, and assistance is reported where a British surgeon operated on a German soldier with the assistance of a German anaesthetist.

THE HELIGOLAND NAVAL ENGAGEMENT.

German official accounts pay a handsome tribute to British gallantry at the Heligoland encounter in saving the wounded. A statement says that the British, without attempting to consider their own safety, launched life-boats to save the Germans.

The sailors who took part in the fight confirm the experience of the soldiers that many German shells failed to burst. One destroyer had five shells in her boiler room. "We just shied them overboard," said a stoker.

GERMAN FIELD ARTILLERY DIRECTED BY AEROPLANES.

A Highlander conversing with a *Times* correspondent stated that the German heavy Artillery was well handled, and added "We also have lots of siege guns." The German Field Artillery directed by the Aeroplanes, has recently done very effective work in searching trenches with shrapnel. The Germans are making great use of machine guns mounted on motor-cars.

GERMAN EXACTINGS IN BRUSSELS.

The German exactings in Brussels threaten to cause a famine. Only one person in 100 can afford meat or milk. One suburb has to supply 400 bottles of wine and another 40,000 lbs. of meat daily, and the bakers of Brussels contribute 70,000 lbs. of bread.

BELGIAN SOLDIER'S JEST.

The following official communiqué was issued at Brussels, August 16th:

"The *bon mot* of a carabineer is much quoted. He has taken many prisoners, and he says, 'I don't take my rifle with me any more now; I go off with a fruit tartlet, and when they see me they follow me!'"

A prisoner declares that the orders are strictly and literally that they must march—or be shot. He added that if they were not soon given some rest men and horses would soon break down. The same man said that he was embarked at Dantzig, but only knew on Saturday, the 12th, that there was war and that the French had invaded Alsace-Lorraine.

The following anecdote is related of our airman. Two of them who had to regain their centre had been obliged to land—owing to engine trouble—quite close to some Uhlans. It was impossible either to repair the machinery or to escape, and two days later it was learned that they were still there, guarded by the Uhlans.

Immediately a detachment was formed to proceed to the rescue of the airman. They took with them an 80 h.p. motor-car which had a mitrailleur in tow. In this manner the airman was saved.

BRITISH CASUALTIES.

A telegram to Indian papers, dated the 15th inst., says the officers killed include: Colonel R. C. Bond, D.S.O., and Major C. A. L. Yate, of the Yorkshire Light Infantry, Major V. B. Brooke, O.L.E., D.S.O., of Ninth Lancers, Major C. S. Holland, of the Royal Field Artillery, Major C. G. Pack Boreford, of the Royal West Kents, Major P. P. Stafford, West Riding Regiment, Major F. Swettenham, Second Dragoons (Scots Greys), while Lieutenant the Hon. C. Hardinge, son of the Viceroy has been wounded.

The Army Raquets Champion (Captain Luther) has been killed in action.

FAMOUS GERMAN GENERAL WOUNDED.

He fighting reported from the border last month when the troops were opposed by an entire army corps, and the battle extended over a front from Avricourt to Blamont and Cirey, General von Deimling, commanding the 15th German Army Corps, with headquarters at Thann, was wounded at St. Blaize, in the valley of the Bruche.

General von Deimling was the commander of the 15th German Army Corps, with headquarters at Strasburg, during the period in which the little Alsatian town of Zabern became so notorious. He was summoned to a conference with the Kaiser, along with the Statthalter of Alsace-Lorraine, Count von Wedel, in connection with the affair, and was afterwards held largely responsible for the whitewashing of the German officers whose outrageous treatment of the civil population led to their being nicknamed in the Press "The Pandours of Zabern."

A DAILY PAPER FOR FRENCH ARMIES.

I have received copies of eloquent and poignantly touching letters which have been exchanged between M. Messimy, the French War Minister, and M. Viviani, the Premier, on the subject of a newspaper for the troops, says the special correspondent of the *Daily Chronicle*. To Englishmen this correspondence marks with dramatic emphasis the difference in the position of a country that sends an expeditionary force and that of a country, the whole of whose strongest manhood is gathered on distant frontiers for the defence of the Fatherland.

"Over the immense front of 300 miles," says M. Messimy, "officers and soldiers are subject to momentary impressions, without news of their homes or even of the war." A daily *Bulletin des Armées de la République* is then proposed by him. He says:

"I believe it to be necessary to send to all those fighting under these conditions the comfort of a daily newspaper. I would have the soldiers constantly measure the importance of their individual effort in the national task, and by this thought create among them a generous emulation."

"I wish the soldiers to learn with what care the nation surrounds the parents, the wives, and the children they have left behind them while they consecrate themselves to their great task—a task glorious because their sacrifices are the price of the independence of our country and of the grandeur of France in the triumph of right and liberty."

Premier Viviani responded, approving of the suggestion with much feeling.

A GRIM BATTLEFIELD.

GRAVE OF 1,200 GERMANS AT DIEST.

The following is the gist of an interesting dispatch forwarded from Brussels by the correspondent of the *Daily News*, dealing with the battlefield of Diest, a stern encounter fought in the earlier stages of the conflict:

Across the battlefield of Diest there is a brown stretch of harrowed ground half a furlong in width. It is the grave of 1,200 Germans who fell in the fight on Wednesday. When I reached the place this afternoon peasants with long mattocks and spades were turning in the soil. They were sick at heart. Their corn is ripe for cutting in the battlefield, but little of it will be harvested. The battle here was fierce out of all proportion to its size. The Germans advanced over a bridge in solid column, and the machine guns, snaked in a wood, mowed them down. Derelict helmets and lances show that the charge of the German cavalry was pressed well up to the guns and trenches. These lances, made of tube iron, light and exquisitely finished, lay about twisted and bent. Many houses in the village were burned and destroyed. In one shed I found a peasant weeping over the dead bodies of his cows.

Innumerable little mementoes of people and places, carried by the soldiers as mascots, were picked up on the battlefield, and everywhere were broken lances, German and Belgian, side by side, sabres and helmets, saddles and guns. Above, a German aeroplane came and went, hovering like a carrion crow.

It is significant that all the German prisoners believed that they were in France. The deception it appears was necessary to encourage the attack; and probably the 1,200 dead in that harrowed field died without knowing who or what they were fighting.

Some of the prisoners said they had hardly any sleep for seven days and nights. Three hundred soldiers surrendered immediately they lost their officers. Some were caught in a cross-fire and cast away their rifles and threw up their hands.

I gathered that none of them had been trained in the art of taking cover, unless they were fighting in trenches; but the Belgians have cleverly made use of their hedges and ditches.

"MILKMAID" EMPLOYEES FOR THE FRONT.

The following cutting was taken from an issue of the *Singapore Free Press* of a recent date:

"Information has been received by this week's mail that the Milkmaid Milk Company in London has asked for Volunteers amongst its unmarried employees in the London Office between the ages of eighteen and thirty for service for the British Army. Such Volunteers were guaranteed their positions would be kept open for them. The response was unanimous and the number of men thus available is above two hundred."

HEALTH OF HONGKONG.

During the week ending September 19th there have been five Chinese cases of plague reported, all proving fatal. In the same period there have been three cases of enteric fever (one French and two Chinese), one being imported. One case proved fatal. There was also one Philippine case of puerperal fever, non-fatal.

GERMANY AND CHINA'S NEUTRALITY.

A RENEWAL OF PROTESTS.

The German Chargé d'Affaires to-day (15th inst.) replied to China's notes, writes the Peking correspondent of the *N.C. Daily News*. He expressed satisfaction with the statement that China had done her best to observe neutrality, but he observed with regret that China had not made any protest after the Japanese had landed. Furthermore, as China had not defined the exact area within which she would not hold herself responsible, it was obviously intended to give the Allied Forces the advantage of making use of any part of the zone they may think fit.

Even though he personally appreciated the difficulties with which China was confronted in observing neutrality, yet, as Germany's representative, he was compelled to enter another protest.

In doing so, he pointed out that the conditions of the present case and of the Russo-Japanese war were not similar, as the area set apart in Manchuria gave neither belligerent any advantage, whereas, in the present instance, undue advantages were obviously given to the Allies, because the zone which had been marked out assisted their purposes. If China found it really necessary to take such action it should have been taken prior to the landing of Japanese in order to enable the Germans to take the necessary counter-steps.

The Chargé d'Affaires laid emphasis on the fact that Germany reserved her right to take action in future to deal with this breach of neutrality on the part of China, and also to deal with such losses to German property as may arise therefrom.

PROBABLE PLAN OF ATTACK ON TSINGTAO.

One of the numerous military experts now being quoted in the Japanese Press gives his view of the plan of operations against Tsingtao to the *Asahi* as follows:

There is no doubt that the defenders of Tsingtao, who cannot exceed 10,000 (?) will concentrate their efforts for the defence of the first line, which, if occupied by the invaders, would give them a great advantage in their attack on the fortress. For the assailants there would be no other suitable position except where the first line of defence now lies, to place heavy siege guns for the bombardment of the fortress. Naturally, therefore, a severe battle will take place for the possession of this position. By the time the Japanese cross the Lisong river, the German infantry and artillery aided in the flank by the gunboats and destroyers in the Bay, will give a liberal shower of lead to the Japanese troops. Of course the Japanese are prepared for more or less sacrifice for the capture of this place, which will no doubt be carried by the infantry at the point of the bayonet, aided by artillery fire. Once this position is in the hands of the Japanese the attack proper will commence in grim earnest. When siege guns are placed in position an order for the general attack will be given, in which the men-of-war are expected to participate.—*N.C. Daily News*.

THE LATE GENERAL GRIERSON.

GERMAN MILITARISM IN CHINA.

General Sir J. M. Grierson died of heart disease, suddenly, on August 17th after having been chosen for a high command with the British expeditionary Force. He was 55-years of age.

The *Times* received the following from a friend of the late General Grierson: "It is a mercy for General Grierson that, if the end was to come now, it came to him so quickly. It would have been still more cruel had he been merely incapacitated from taking part in the campaign. Not only was his heart altogether in his profession, but he had foreseen and prepared, for many years past, for the struggle with Germany. During the China Expedition of 1900 he was attached to the Staff of Field-Marshal von Waldersee, whom it will be remembered, the Emperor William succeeded, by the most audacious methods, in jockeying the other countries to recognize as generalissimo of the international forces after the Boxer rising. General Grierson's post was a singularly delicate and unpleasant one, for, with the South African war on our hands, we had to put up as best we could with the bitterly anti-English feeling displayed by the German expeditionary force—all the more unexpected after the hearty comradeship which had prevailed during the first abortive attempt to relieve the Peking Legations, between the German and British naval detachments under Admiral Seymour."

Grierson, who had been very popular as Military Attaché in Berlin, saw for the first time in China the seamy side of German militarism. He saw not only how largely the German Army was imbued with Anglophobia, but also how brutal German officers and soldiers could be on foreign service. The German expeditionary force arrived too late to take part in the relief of the Legations, but it lost no opportunity of following out to the letter the Kaiser's parting injunction to 'spread wherever they went the terror of the German name, so that no Chinaman would ever again venture to look askance at a German.' His one consolation was to note how clumsy the German expeditionary force invariably showed itself in the actual business of the campaign, and how entirely it seemed to have failed to adapt itself even in its field manoeuvres at Peking to the exigencies of modern warfare. The writer was at Peking at the time, and he remembers Grierson remarking to him 'how lucky it was for the Germans that, in their marauding expeditions over Northern China, they had found themselves face to face not with Boers, but only with a Chinese rabble.'"

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

THE NEW ENGLAND.

The following are some extracts taken from a letter which has reached Shanghai from Home, and published in the *N.C. Daily News*:

"The doings of the British Expeditionary Force," says the writer, "have been kept an absolute secret. We can only guess what has been done. Personally, I believe they are already in Belgium. (The italics are ours.) We are here by the sea coast not far from Feltstone and I expect that what you see round here is typical. You go into the Post Office and buy some stamps. You are given postal orders in exchange. You get on to the main roads and find boy scouts guarding the telegraph wires, with their little tents dotted at intervals. At Feltstone you find that almost the whole sea front is converted into an entrenched position. Where flower beds and esplanade used to attract visitors is now dug up, guarded with earth works and no one allowed to enter. Thousands of houses have been taken over. A church spire, which impeded the line of fire from the forts, has had to come down, and at night the search light plays along the coast, while every day we hear the booming of the big guns at practice. The doings of our Fleet and the fate of the German Fleet are wrapped in mystery. The suspense makes us all feel as if we could not sit down and do anything—except think and wonder what the outcome will be. The country has risen like one man."

The *N.C. Daily News* meaningfully adds:—"An England, surely, which none of us have ever pictured, shows through these few sentences. An England with its financial system reorganized in a day; with its defences ready at all points without any 'muddling through.'"

THE SILVER MARKET.

The following extracts are from London silver reports received by the latest mail. Messrs. Samuel Montagu & Company, in their weekly circular, dated August 14th state that the course of public affairs has naturally had considerable effect upon the Silver Market. For instance, no price for forward delivery has been fixed since July 30th, owing to a general indisposition to make forward contracts. There was also a strong desire to close contracts for forward delivery already in existence, and the fact that only cash silver is dealt in presents a peculiar feature of the situation. The English Mint has bought freely, and the price has risen sharply. The stock in London at the period when hostilities were commenced was in the neighbourhood of five million standard ounces, and is now naturally much reduced.

Messrs. Moonta and Goldsmith's circular, dated August 14th says:

There has been an official quotation for bar silver each day this week though the market is still naturally much disorganized and the price fixed has been only for ready silver, any forward transactions being a matter of negotiation.

In the absence of any imports or exports of silver the transactions have not been on a large scale; the chief business has been the closing of bear and bull accounts, though there are many rumours of the large probable requirements both for home and foreign coinage and some purchases have been made for both. The market having been closed for some days, opened with a very uncertain tendency, and there have been some wide fluctuations, the quotation varying between 26d. and 27½d., the price to-day being 27d.

The heavy rates for insurance against war risk have made imports and exports practically prohibitive, and there has been some speculation as to whether the present stock of silver in London is sufficient to meet the requirements for actual consumption, causing a nervous and sensitive market. There is, however, no scarcity of the metal yet, and the present stringency in the money market makes holders of silver ready to unload at any reasonable price. To-day there has been a considerable reduction in the rates covering war risks and we hear of shipments of silver being made from New York.

On the other hand, in spite of a certain amount of accumulation there, these shipments from New York are not expected to be abnormally large, the United States Mint having purchased during the week nearly 1½ million ounces.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

The export of gold having been prohibited the Bank of England secures all the arrivals.

The demand rates quoted on the East yesterday were unchanged at 1s. 10d. for Hongkong telegraphic transfers, and 2d. lower at 2s. 6d. for Shanghai telegraphic transfers.

EUROPEAN'S SUICIDE.

A storehouseman employed in the Naval Ordnance Department, named Alfred Foster, was found hanging in his bathroom by the house coolie early yesterday morning, he being quite dead. The deceased, who was 39 years of age and leaves a widow and four children, all of whom are in the Colony, came to Hongkong four years ago. He always took a keen interest in sport and last season figured in the Civil Service C. C. While at Devonport deceased assisted the famous Albion Rugby Club.

THEFT OF FLOWER VASES.

At the Magistracy yesterday, before Mr. C. D. Melbourne, two Chinese were charged by Mr. Ng Hon Tsz, with the theft of two China flower pots valued at \$18 from his residence, 62, Caine Road, on Saturday.

Mr. Ng Hon Tsz said he missed the articles between 1 p.m. and 4 p.m. and reported the loss to the watchman. The next morning complainant saw them was at a garden in West Point.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 53. Telephone No. 12.
Telegraphic Address: "Press."
Codes: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

TO LET.

5-ROOMED HOUSE, "VILLA ROSITA," in Hart Avenue, Tsimshatsui.

Apply to—
A. ABDOLRAHIM,
34, Queen's Road Central.
Hongkong, 22nd September, 1914. [1164]

FOR BOMBAY VIA SINGAPORE, PENANG AND COLOMBO.

THE P. & O. S. N. Co.'s Steamship

"NUBIA,"
Captain F. J. Fox will leave for the above places TO-DAY, the 22nd inst., at 5 P.M.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 21st September, 1914. [1163]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANDIA,"
Arrived Hongkong on 20th Sept., 1914,
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out, Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and THURSDAY. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 21st September, 1914. [1163]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains—
Far Eastern News.
Leading Articles—

Made in Germany.
Japan's Intervention.
The "Komagata-Maru" Fiasco.
Opening of Panama Canal.
Italy and the War.
The War and Rubber.
American Peace Efforts.
Hongkong.
The Magistracy.
Prevention of Piracy.
Yokohama Specie Bank, Ltd.
Supreme Court.
Kwang Yik Bank.
Hongkong Appointments.
Company Meeting—
Hongkong Hotel Co., Ltd.
Hongkong and Shanghai Banking Corporation.
Company Report—
The Douglas Steamship Co., Ltd.
Hankow-Canton Railway.
Rice Crop Prospects in Japan.
Collision on the High Seas.
Action for Wrongful Dismissal.
S.S. "Kueichow" in Two Typhoons.
A Chinese "Prophet."
Trouble among Carpenters at the Naval Yard.
Health of Hongkong.
Fire in Queen's Road.
Great Floods in Shantung.
China's Revolution and Foreign Claims.
Langkats and the Dictaphone Case.
Volunteer Orders.
Mail to England.
The Rubber Industry and the War.
A Partnership Question.
Ribeiro Committed for Trial.
Germany's War Chest.
The Indians on the "Komagata-Maru."
The Price of Java Sugar.
European Unemployed in Penang.
The Chinese National Loan of the Third Year of the Republic.
Singapore Harbour Laws.
Peculiarities of the Pacific for Wireless.
Indemnity for "White Wolf" Ravages.
Prince of Wales' Fund.
Helena May Institute Fund.
Tung Wah Hospital Flood Relief Fund.
Hongkong Tramway Co., Ltd.
Telegrams.
Death of a Well-known Macao Resident.
Murder at Shaukiwan.
Dutch Interests in China.
Notes from Peking.
Chinese Trade in Human Hair.
The Port of Manila.
War News.
Commercial.
Shipping.

Extra Copies 30 cents each, Cash.
Copies can be sent from this Office to addresses sent; including postage 34 cents each.
Subscription: \$12 per annum, payable in advance; postage \$2.
Hongkong, 22nd September, 1914.

NEW ADVERTISEMENTS

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM EUROPE AND SINGAPORE.

THE Steamship

"GLENLOGAN,"
Captain H. J. Henderson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before 2 P.M. TO-DAY.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 28th inst., at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 21st September, 1914. [1163]

INTIMATIONS

THE GULA-KALUMPONG RUBBER ESTATES, LIMITED.

NOTIFICATION.

THE following Telegram, dated 28th August, 1914, has been received from the London Secretaries of the above Company—
"Pending instructions suspend all transfers when transferor or transferee are German or Austrian subjects."

By Order of the Local Board,
ILBERT & Co., Ltd.,
Shanghai Local Secretaries.
LOWE, BINGHAM & MATTHEWS,
Colonial Register.
Hongkong, 19th September, 1914. [1162]

HONGKONG CLUB

NOTICE.

THE TWENTY-SIXTH HALF-YEARLY DRAWING OF THE HONGKONG CLUB (1896) was held in the Club House on FRIDAY, the 18th September, 1914, when the following Debentures were drawn for Redemption—

124	777	1119	1460	1822
208	792	1191	1482	1844
232	826	1184	1480	1867
314	873	1163	1512	1875
415	874	1192	1541	1895
422	936	1212	1561	1897
454	959	1231	1622	1907
490	979	1237	1625	1909
521	1011	1307	1672	1922
554	1012	1327	1695	1926
593	1047	1370	1750	1956
593	1050	1434	1798	1962
747	1065	1454	1821	1965

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on WEDNESDAY, the 30th September, 1914, in exchange for surrender of same.

By Order,
JAMES CRAIK,
Secretary.
Hongkong, 18th September, 1914. [1163]

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 26th September, 1914, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1914.

THE TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 26th September, both days inclusive.

DOUGLAS LAFAIK & Co.,
General Managers.
Hongkong, 8th September, 1914. [1114]

PEAK CLUB.

BY kind permission of Colonel Watson and the Officers, the Band of the 74th Punjab will play at the PEAK CLUB on SATURDAY Night, the 26th inst., commencing at 9.15 P.M.

By Order,
ENTERTAINMENT COMMITTEE.
Hongkong, 17th September, 1914. [1149]

NETHERLANDS LLOYD OF AMSTERDAM AND BATAVIA.

HAVING been Appointed AGENTS for the above Company, we are prepared to accept RISKS against FIRE at Current Rates.

W. A. HANNIBAL & Co.,
Hongkong, 16th September, 1914. [1145]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "significant climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster, HERBERT L. BEER, L.C.F.
[1243]

THE WAR.

FOR SALE
SMALL NATIONAL FLAGS
to mark the progress of
THE WAR.
GRACA & CO.
Pavilion St. (Hongkong Hotel Building).
Hongkong, 21st September, 1914. [888]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply—
DEACON, LOOKER, DEACON & HARSTON,
Hongkong, 3rd September, 1914. [1101]

INTIMATIONS

LANE, CRAWFORD & Co.

SOLE AGENTS FOR
SPALDING'S ATHLETIC GOODS.

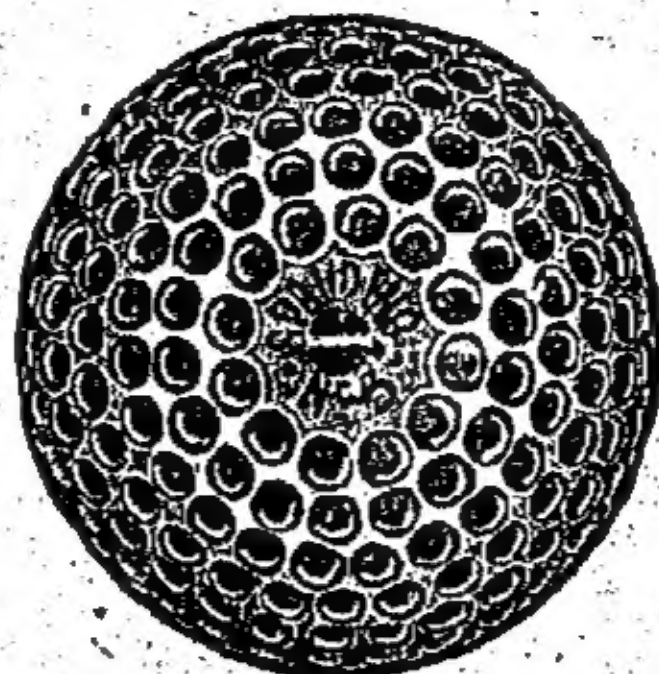
EVERY REQUIREMENT FOR GOLFERS.

WE HAVE JUST RECEIVED A SPLENDID SELECTION OF GOLF CLUBS.

FROM 65 CENTS EACH. GOLF BALLS 65 CENTS EACH.

ARCH COLONELS, \$1.30 Each.
WHITE COLONELS, 1.30 Each.
PATENT COLONELS, 1.10 Each.
HEAVY COLONELS, 1.10 Each.
WOOD MILNES, 1.10 Each.
BLUE CIRCLE, 90 Cents.

DOMINO DIMPLES, \$1.30 Each.
GLORY DIMPLES, 1.30 Each.
MIDGET DIMPLES, 1.30 Each.
BLACK AND WHITE DOT, 1.10 Each.
SPALDING "BOB," 65 Cents.



SPALDING "GOLD MEDAL" CLUBS. DRIVERS AND BRASSIES. PRICE \$5.50 EACH. IRONS. PRICE \$4.75.

R. FORGAN'S CELEBRATED CLUBS.

MADE AT ST. ANDREW'S.

PRICE FROM \$4.00 EACH.

TAYLOR'S AUTOGRAPH CLUBS.

ALL MODELS.

PRICE \$3.50 EACH.

LADIES' AND LEFT-HANDED CLUBS.

STOCKED IN ALL MODELS.

CADDY BAGS, TEES, GOLF GLOVES, CLOCK GOLF, GOLF PAINT, CAPTIVE GOLF.

REPAIRS OF EVERY DESCRIPTION UNDERTAKEN.

LANE, CRAWFORD & CO.

THE TOBACCO THAT KEEPS DRY IN THE DAMPEST WEATHER.

Is Cool

Smoking

and gives

pleasure

to the

man who

enjoys

his pipe.

WESTMINSTER SMOKING MIXTURE.

SOLD BY—

KELLY & WALSH, LTD. A. S. WATSON & Co., LTD., HONGKONG AND KOWLOON.

VICTORIA DISPENSARY.

Hongkong, 22nd September, 1914. [1134]

TO LET—FURNISHED.

3, CLIFTON GARDENS (18, Conduit Road).

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 5th September, 1914. [1101]

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES AND ROOMS.

Apply—
A. S. WATSON & Co., LTD.
Hongkong, 9th July, 1914. [923]

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st September, 1914. [1061]

TO LET.

IN CANTON on SHAMEN LOT 55.

The premises now in the occupation of the Bank of Taiwan, Ltd.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 5th August, 1914. [1017]

TO LET.

OFFICES, in St. George's Building, Second Floor, from 1st October.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, 29th August, 1914. [1087]

TO LET.

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st September, 1914. [1038]

TO LET.

IN CANTON on SHAMEN LOT 55.

The premises now in the occupation of the Bank of Taiwan, Ltd.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 5th August, 1914. [1017]

TO LET.

OFFICES, in St. George's Building, Second Floor, from 1st October.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, 29th August, 1914. [1087]

TO LET.

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st September, 1914. [1038]

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay. Calcutta. Canton. Cebu. Colon. Hankow. Hongkong. Kobe. Manila. Mexico. Panama. Peking. San Francisco. Shanghai. Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000 equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities of the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

N. S. MARSHALL, Manager.

9, Queen's Road, Hongkong, 16th September, 1914. [959]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (\$2,500,000)

Paid-up Capital... Fl. 17,407,000 (\$1,450,850)

Reserve Fund... Fl. 6,616,000 (\$543,169)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS:

THE WILLIAMS' DEACONS BANK, SWISS BANKER.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 9, Des Vaux Road Central.
Hongkong, 3rd October, 1914. [121]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... \$1,500,000

Subscribed ... \$1,125,000

Paid-up ... \$625,000

Reserve Fund ... \$465,000

BANKERS:

BANK OF ENGLAND, and

LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

Hongkong, 10th July, 1914. [149]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital... \$1,200,000

Reserve Fund ... \$1,800,000

Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 8th June, 1914. [1494]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000

Capital Paid-up ... 7,499,250

Reserve Funds ... 8,430,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy. Batavia. Bombay. Calcutta. Canton. Cebu. Fookchow. Hongkong. Kagi. Keelung. Kinkiang. Kobe. London. Manila. Moji. Nagasaki. Newchwang. New York. Osaka. San Francisco. Singapore. Swatow. Taichow. Tientsin. Yokohama.

HONGKONG OFFICE.

3, Des Vaux Road.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 19th February, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

A. G. STEPHEN, Acting Chief Manager.

Hongkong, 14th May, 1914. [16]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

Reserve Funds—

Sterling \$1,500,000 at 2/6—\$15,000,000

Silver... \$18,000,000

Reserve Liability of Proprietors \$15,000,000

CORPORATE DIRECTORS:

Hon. Mr. D. LANDAU—Chairman.

W. L. PATTERSON, Esq.—Deputy

Cutter Palmer & Co.
The Wine Merchants of the East

MAPIER - JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED - FOR - OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

MARTIN'S
APIOL-STEEL
PILLS
A French Remedy for all Rheumatism.
Thousands of Ladies always keep a box of Martin's Pills in the house, to get rid of the first signs of any irregularity of the system. It is a household remedy for Rheumatism, Gout, Gravel, Catarrh of the Bladder, and all other ailments of the urinary system. It is a French Remedy for all Rheumatism.
* MARTIN'S *
APIOL-STEEL
PILLS

GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION

THE NEW FRENCH REMEDY, MARIAGE
THERAPION
Cures all Rheumatism, Gout, Gravel, Catarrh of the Bladder, and all other ailments of the urinary system. It is a French Remedy for all Rheumatism.
* MARTIN'S *
APIOL-STEEL
PILLS

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Africa*, carrying the mails from the United States, left Yokohama for Hongkong via Manila on the 10th September, at 10 a.m., and is scheduled to arrive at this port on the 25th September.

MERCHANT STEAMERS.
The Mogul Line str. *Alhul* left Singapore on the 18th September, a.m., and is therefore expected to arrive here on the 22nd September, daylight.

The O.S.K. str. *Chicago Maru* arrived at Manila on the 17th September, and will leave for Hongkong on the 21st September, and is expected to be at this port on the 24th September, daylight.

The str. *City of Bristol* left New York on the 10th August, and is due here on or about 25th September.

The T.K.K. str. *Seijo Maru* will arrive here from Moji on the 26th September.

The Barber Line str. *Chalister* left New York for Hongkong via Panama on the 1st September, and is due here on or about the 20th October.

PASSENGERS.

ARRIVED
Per *Atsuta Maru*, for Hongkong, from Singapore, etc., Mrs. E. F. Ritchie and infant, Mr. J. S. Hay, Miss E. F. Inch, Mr. F. J. Gill, Mr. and Mrs. J. T. Newman, Mr. A. Gibbs, Mr. Wm. Chatham, Mr. A. Shields, Miss E. Bradley, Mr. and Mrs. V. Rumble and infant, Mr. G. Orme, Mr. and Mrs. A. H. Hyland, Mr. I. Thomson, Mr. C. Brooke, Mrs. E. F. Lloyd and infant, Mr. R. M. Scott, Mr. S. R. Lowder, Mr. and Mrs. E. Engstrom and 2 children, Mr. W. Graham, Mr. E. Martin, Mr. A. Sherriff, Mr. W. Featherstone, Mrs. L. Ramsay, Mrs. C. Rumford and infant.

RANDOM REFLECTIONS.

But a few months ago, in answer to an appeal by an obviously exasperated and case-laden solicitor that one afternoon each week should be set aside for the deciding of trifling "admitted" cases, the promise was made that the matter should be considered. It was then pointed out by the over-burdened solicitor referred to, strenuously backed up by his legal colleagues, that, week by week, these smaller cases were being pushed aside by the larger cases, a sort of survival of the fittest; that they had accumulated into almost mountainous profusion, and what was more serious still, litigants were becoming "fed up" to use a colloquialism, at the delay in their legal vengeance. And some, having become completely tired of waiting and incurring expenses which would swallow up any satisfaction which they might obtain in the Courts, had decided to abandon their claims; much to the delight of the defendants, but to the chagrin of the plaintiffs and solicitors, for the first lost their money due and the others their fees.

Despite the hopefulness created as the result of the promise, I understand that things go on "in the old old way"; there are solicitors still languishing on mountainous heaps of small cases which are so simple and obvious—many of them are "admitted"—that they could be decided in a comparatively short space of time; plaintiffs continue to wish they had never become entangled in the slow-moving machinery of the law; and evil-minded defendants, I assume, make hideously mocking grimaces at their imaginary Shylocks, and rub their hands with glee at the thought of delay after delay. Of course solicitors cannot follow the most fashionable course of enforcing demands by going on strike; that is one of my staple objections to the honoured practice of law, but, surely, if all the legal enlightenment placed their heads together they could evolve some means of relieving things. Those who complained to me on the subject have yet attempted nothing beyond complaint. They all seem to possess the *sine die* fever.

I would not be a pirate now for anything. The game is not now worth the candle—whatever the value of a candle might be—and there are going to be far too many risks attached to this time-honoured Chinese profession to make it as attractive as it has been in the past. Even the launches which ply "outside the harbour of Victoria, etc.," are to be transformed into diminutive armoured cruisers judging by the regulations which appear in the current issue of the *Gazette*. And, basing an assumption of proportion upon this, the West River boats must be bristling with cannon and small arms. Only a few months ago my thoughts as to a really money-making business—a quick turn-over for little outlay—were frequently turned towards piracy, the assiduous following of which profession seemed to incur really no risks; and it would be the realisation of many childish dreams for which Capt. Marryat was responsible. But not now.

Levity apart, however, there are few, excepting unemployed pirates, who will not be extremely well pleased and satisfied at the decided action which the Government has taken; and the valuable assistance rendered by the local Chamber of Commerce, in the suppression of piracy. True, sacrifices have had to be made before this real effort was forthcoming, and some brave men have paid a heavy price for their bravery. But this is a by no means strange happening, for in the light of history it would seem to be in the natural order of things that all big reforms must be preceded by an unlooked-for sequence of incidents which reveal the necessity of the reform. It was so in this case, and the *Yai On* piracy, with all its horror and bravery, was the climax and the turning point. Looking at the completeness of the regulations which have been made, the possibility of further sensational piracies seems very remote.

Just before the commencement of the War, since when my notes have regularly found their way into a receptacle always very much in evidence and use in an Editor's sanctum, I wrote a few notes regarding the objectionable performances of maimed beggars in the Genevally neighbourhood. Subsequently I received a communication, and as I have the editor's assurance that my notes will re-appear this week, I give this letter, which is as follows:—

"I quite realise the diplomatically tender and sympathetic manner in which you dealt with the beggar nuisance in Genevally—and Genevally, by the way, is by no means the only resort of maimed poverty, as you describe these people—but there is a further point I might draw your attention to, and you might care to undertake what I suggest. When you are again assailed by these apparently physically

WM. POWELL, LTD.

TELEPHONE 346.

CRETONNES

ever shown in Hongkong at one time.

Over 100 distinct patterns.

ALSO

FADELESS CASEMENT CLOTHS

AND

BOLTON SHEETINGS

IN ALL ART SHADES.

WITH A UNIQUE COLLECTION OF

BORDERING TO MATCH.

PLEASE SEND FOR PATTERNS.

[649]

ruined beggars, and they forcibly demonstrate to you their wretchedness, let them gather round and maintain their gesticulations until you notice a constable. Then shout for him, and your blindness to spool will be made apparent. To be scriptural, "the blind will receive their sight, and the lame walk." . . . That man whose apparently maimed legs made walking impossible will spring for dear life, and the poor old lady who touched your heart—and your pocket—with her unseeing eyes, and who was also dumb, will join in the general scamper and shout really horrible epithets at you en route. They are not all to be pitied."

A correspondent, obviously of true Gaelic descent, has forwarded me some verses composed under lightening circumstances by Mr. Holmes, M.P. for Govan, upon absentees at a Bannockburn dinner. The verses are of course interesting in themselves, but my correspondent's letter is also well worthy of production. He says: "Dear Rorie: A ken ye maun be Scotch by your gran name, an send ye a fine bit o' Poeyrie, altho' it was made by a Glesca buddy. It might help the Chief on St. Andrew's Day. (Linkendoddie)."

The verses are as follows:—
To the PAIR MINISTER:—

The Bannockburns that I have fought
In recent years with Colonel Spott
Are really quite enough for me.
As for the future, "Wait and see."

To Mr. CHURCHILL:—
Accept, I pray you, my excuse
For failing now to honour Bruce:
The Navy's need demands my toil,
And all my soul is steeped in oil.

To Mr. LLOYD GEORGE:—
Ye Scots whose mena proves you stout
and brave,
Support the Budget and avoid the Cave,
And at the social board, with honour due,
Discharge your duty to the Revenue.

To Mr. BRUCE:—
The eulogist of Bonnie Doon
Departed life, alas! too soon,
And, spite of many a rhyming feat,
His task on earth was incomplete.

The fervour of that social zeal
Which in his songs he makes us feel,
By fate's decree devolved upon
A Burns whose Christian name is John.

The Burns you knew in modern times
Is famed for deeds and not for rhymes,
And as the poor man's friend and guard
Makes real the visions of the Bard.

To Mr. McKENNA:—
I who in dauntless mood have met
The oft-reiterated threat
Of Bishop and of Suffragette,
Feel all my courage droop and fail
When I am summoned to assail
Your haggis, squealagh, and kail.

If the poor Chief has to rhyme all the absentees at this year's St. Andrew's Dinner, etc., his task will be colossal. "Linkendoddie" obviously lives for his St. Andrew's Day and all the joy it brings, but I am afraid he will be disappointed this year!

RODERICK RANDOM.

SHANGHAI INTERNATIONAL SWIMMING CLUB.

At the ninth annual gala held on the 11th and 12th inst in connection with this Club, the two Shanghai Championships provided some keen competition, and both went to members of the International Swimming Club. J. H. McGregor secured the long plunge with 63ft. 9in., R. W. MacCabe being second with 57ft. 9in. The distance covered by McGregor beats the previous records made at the International Swimming Club and in the interport contests, but is short of the Shanghai record made by MacCabe this year.

There were four competitors in the 440 yards Shanghai Championship, which went to R. A. Berthel, after another struggle with MacCabe—His time, 6 min. 32.25 sec., is a record. The water polo match, for the Hongkong Cup, was won by the International Swimming Club by four goals to one.

LATEST STEAMER MOVEMENT.

The Barber Line str. *Middleham Castle*, passed Singapore on the 20th September, and is therefore expected to arrive here on the 26th September, at daylight.

ADMIRAL MAHAN ON THE WAR.

ADVICE TO ENGLAND.

FORECAST OF THE NAVAL OPERATIONS.

[FROM "THE TIMES" CORRESPONDENT.]

NEW YORK, August 3rd.
In a highly important interview tonight Rear-Admiral Mahan declared that England must at once throw her preponderating Fleet against Germany for the one chief purpose of maintaining her own position as a World Power. For England, Admiral Mahan said, it was a question, if she remained out of the war, of sacrificing her Empire in the next generation to the interest of this generation.

Admiral Mahan similarly holds the unusual view that Italy must join in the war within a week's time, not as a partner in the Triple Alliance, but as the ally of France. "Italy must take this step," he says, "and hold the Austrians in check for the salvation of the Balkans, which are already threatened by Turkey and are sure to be the prey of the Turks unless the Austrian Navy can be kept from the shores of Greece."

The Admiral regards the present war as one of calculated aggressiveness by Germany and as an inexcusable act. He ventured the opinion that the absence of the German Emperor from Berlin at the time of the Austro-Hungarian ultimatum to Serbia was an act cleverly designed to deceive. He proceeded:—

"The aggressive insolence of Austria-Hungary's ultimatum to Serbia, taken with the concession by the latter of all the demands except those which were too humiliating for their national self-respect, indicate that the real cause of the war is other than that set forth by the ultimatum. Knowing from past experience how the matter must be viewed by Russia, it is incredible that Austria would have ventured on the ultimatum unless she was assured beforehand of the consent of Germany to it. The inference is irresistible that the substance of the ultimatum was the pretext for a war already determined on as soon as a plausible casus belli could be found."

The growing strength of Russia on account of her war with Japan, together with the known deficiencies of the French armaments, which were recently admitted. The moment was auspicious for striking down France and Russia before they regained their full strength.

Great Britain, as the third member of the Entente, finds herself in the position of Prussia in 1865, when she permitted Napoleon to strike down Austria unaided and was herself struck down the following year at Jena, or in that of France in 1866, when she stood by while Prussia crushed Austria and was herself overwhelmed in 1870. Germany's procedure is to overwhelm at once by concentrated preparation and impetuous momentum. If she fails in this she is less able to sustain any prolonged aggression, as was indicated in the Franco-Prussian War during and after the siege of Paris.

USES OF BRITISH FLEET.
The British Fleet, which is superior to that of Germany, has the power to prevent all commerce under the German flag, and, by blockade, to close against neutrals all rivers properly German, except those emptying into the Baltic. The British Fleet is not strong enough to divide for a blockade in both the Baltic and the North Seas. The Rhine, emptying through neutral Holland, cannot be blockaded. If the first German rush proves indecisive or prolonged, the pressure thus in the power of Great Britain to exert may determine or may force the German Fleet to fight, in which case the issues will be determined by battle.

If Germany succeeds in "downing" both France and Russia, she gains a respite by land, which may enable her to build up her sea force until it is equal or superior to that of Great Britain. In that case the world will be confronted by the naval power of a State not like Great Britain, sated with territory, but one eager and ambitious for expansion, and eager also for influence. This consideration may well affect American sympathies.

BRITAIN'S DUTY.
In my judgment a right appreciation of the situation should determine Great Britain to declare war at once, otherwise her Entente engagements, whatever the letter, will be in spirit violated, and she

VICTOR VICTROLA



Summer entertainment for
the bungalow and club house

PRICES FROM \$35.

EXCLUSIVE DISTRIBUTORS:

MOUTRIE'S.

[51-1]

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS
DRAGON
BRAND
CEMENT



HIGH
QUALITY
BUILDING
CEMENT

ALWAYS IN STOCK

Apply to P. SOFFIETTI & Co., 14, Des Vaux Road Central, 1st Floor. Telephone 289.

[1049-1]

Do Yourself A Good Turn

Yes do yourself the best of all possible good turns by getting rid at once of the trouble which may be robbing your life of health and happiness. It is amazing how many people go on suffering day after day from all sorts of complaints when a little self-benevolence might quickly give them relief. To suffer from indigestion, liver troubles, headache, constipation, and a train of similar disorders, when

By Taking

Beecham's Pills a speedy and permanent cure may be effected in surely the height of folly. If you have lost your appetite or the power to assimilate food has become defective, if you suffer from indigestion, flatulence or other derangements of the digestive organs you will do yourself a real good turn if you take

Beecham's Pills

Sold everywhere in boxes, price 9d (36 pills) 1/1d (56 pills) & 2/9 (168 pills).

[155-4]

will earn the entire distrust of all probable future allies.

Italy likewise owes it to herself to declare war against her recent allies in co-operation with France and with Greece. Reinforced by the two American battleships which she has just purchased, she can doubtless maintain the balance of maritime power in the Mediterranean, prevent the Turks from giving their expected support to Germany, keep the Bulgarians quiet if they are so ill-advised as to purpose a diversion in favour of Austria, and, in brief, consolidate the opposition of the Balkan States to Austria-Hungary, whose ambitions are notoriously inconsistent with those of Italy.

GERMAN NAVAL POLICY.
Admiral Mahan elaborated one of his statements regarding probable action by the British and German Fleets. "Undoubtedly the North Sea will be the theatre of naval battles," he said. "The German Fleet, so far as we know, steamed immediately from Kiel to the North Sea, ready to strike. For a long time it has been the German policy to keep her Navy ready, virtually cleared for action. We may expect any minute, apparently, to get word of a great engagement, and we should expect the British Fleet to win."

The Kiel Canal will undoubtedly be used in Germany's naval strategy, as affording access to the North and Baltic Seas. England cannot, as I have said, throw a preponderating fleet into both seas, and Germany's hope is to strike immediately. It is a question of existence for her. The stagnation of her carrying trade on the seas must threaten her very life, and the neutral shipping, already taxed to its limits, cannot bear the additional burden of supplying Germany. The suggestion that she might demonstrate with her Fleet in the Baltic is untenable. The Russian Fleet, with only eight pre-Dreadnoughts and no Dreadnoughts or battle cruisers—however much of an absurdity that type may be—is negligible. Germany could achieve nothing with her Fleet in the Baltic, for it is a principle of warfare that under modern conditions no nation can afford to waste her Navy in operations against fortifications.

THE USE OF SUBMARINES.

As to how far questions of science in naval warfare will be answered in this final test of all theories of war, Admiral Mahan said that the most important undoubtedly would be those of the increased efficiency of submarines and torpedoes and aircraft.

This question of the use and increased efficiency of the submarine is assuredly one of the most important to be tested in actual warfare. They had, of course, no opportunity in the Russo-Japanese War, but in the present confined theatre of operations they should be seen at their best. I do not share Sir Percy Scott's views of the surpassing power of the submarine to the complete placement of

torpedoes, as used in the Russo-Japanese war, were utilized chiefly to put the finish to a ship almost silenced already by gun-fire, and for such purposes were effective, but torpedo boats are night craft; they cannot be effective in daylight against modern guns. Germany apparently does not place much faith in them.

But most of these problems of the technical science of warfare are too abstruse for the general observer. They are really even too technical for experts to agree on. As General Sherman said, one may demonstrate something in manoeuvres, but you really need the element of human fear to be conclusive.

The mooted question of big guns will also be tested. For my own part I have always believed that the volume of fire was the determining factor; the number of hits, and not single shots, is the most important element. I believe, however, all these things we shall soon know—perhaps any minute."

SHIPPING REPORTS.

The British str. *Lobsenz* reports: Light winds and smooth sea throughout.

The British str. *Kannu* reports: Fresh N.E. winds and rough sea to Lamook; thence fine weather with westerly winds.

SHIPPING

ARRIVALS.

YATSU MARU, Japanese str., 5,234, T. Iriawa, 21st September—Singapore 10th September, General.—Nippon Yusen Kaisha.

CHINGI, British str., 1,143, Lloyd, 20th September—Swatow 19th September, Ballast.—Butterfield & Swire.

DRUVAN, Norwegian str., 1,102, J. Bing, 20th September—Swatow 19th September, General.—Chinese.

HUR, French str., 742, Cornolissen, 21st September—K. C. Wan 20th September, General.—A. R. Maury.

JASON, British str., 744, C. T. Clark, 20th September—Shanghai 17th September, General.—Butterfield & Swire.

KANSU, British str., 1,143, Monkman, 21st September—Keelung 18th September, Coal.—Butterfield & Swire.

KASHIMA MARU, Japanese str., 10,558, M. Yagi, 21st September—Shanghai 18th September, General.—Order.

LOKANG, British str., 972, D. W. Ritchie, 20th September—Hongkong 17th September, Salt.—Jardine, Matheson & Co.

MALAY MARU, Japanese str., 2,550, K. Sukawa, 21st September—Singapore 14th September, General.—Osaka Shosen Kaisha.

WASHING, British str., 1,170, M. Picknell, 20th September—Hongkong 18th September, Coal.—Jardine, Matheson & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
September 21st.
CANDIA, British str., for Shanghai.
SOSHI MARU, Japanese str., for Swatow.

DEPARTURES.
September 21st.
HANGCHOW, British str., for Saigon.
TIANYANG, British str., for Swatow.
KAIJO MARU, Japanese str., for Foochow.
KUMCHOW, British str., for Saigon.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, FRESBURG, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.
THE Steamship

"SALLETTE."
Captain A. F. Vine, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 26th September, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALOJA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "CALEDONIA," due in London on the 6th November, 1914.
Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 14th September, 1914.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILING FROM HONGKONG.

For NEW YORK.
S.S. "GHAAZE" ... On or about 23rd Sept.
For Freight and further information, apply to—
DODWELL & Co., Ltd.,
Agents,
Hongkong, 11th September, 1914. [1135]

ON SALE.

MAIL TABLES FOR 1914.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents.
On Paper ... 25 "

On Sale at the Hongkong Daily Press Office
Hongkong, 7th January, 1914

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	SALLETTE	Brit. str.	1 m.	A. F. Vine, R.N.R.	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	1 m.	A. Collyer	P. & O. S. N. Co.	About 14th Oct.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KASHIMA MARU	Jap. str.	1 m.	M. Yagi	NIPPON YUSEN KAISHA	To-morrow, at 10 A.M.
MARSHALLS VIA BAIGOR, S'PORT, COLOMBO, PORT SAID	AWA MARU	Jap. str.	1 m.	Lassalle	MESSAGERIES MARITIMES	On 29th inst., at 1 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, SHAL, &c.	CHICAGO MARU	Jap. str.	1 m.	T. Mori	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	CANADA MARU	Jap. str.	1 m.	E. Mori	OSAKA SHOSEN KAISHA	On 1st Oct., at 4 P.M.
NEW YORK	GHAAZE	Brit. str.	1 m.	H. Yamamoto	DODWELL & Co., Ltd.	About 23rd inst.
SAN FRANCISCO VIA SINGAPORE & JAPAN, &c.	KOREA	Am. str.	1 m.	A. W. Nelson	PACIFIC MAIL S.S. CO.	On 6th Oct., at 1 P.M.
SAN FRANCISCO VIA SINGAPORE & JAPAN, &c.	CHITO MARU	Jap. str.	1 m.	W. B. Brown	TOTO KISEN KAISHA	On 20th Oct.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	1 m.	Sekine	PACIFIC MAIL S.S. CO.	On 27th Oct., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SAITO MARU	Jap. str.	1 m.	Haide	TOTO KISEN KAISHA	On 6th Oct.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	1 m.	Sekine	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	SA. ALBANS	Brit. str.	1 m.	Haide	GIBB, LIVINGSTON & CO.	On 30th inst., at 10 A.M.
Kobe & Yokohama	TILGWOONG	Brit. str.	1 m.	Irizar	JAVA-CHINA-JAPAN LINE	Quick despatch.
Kobe	ATSUBA MARU	Jap. str.	1 m.	Dato	NIPPON YUSEN KAISHA	On 25th inst.
Kobe	SANJIN MARU	Jap. str.	1 m.	Yoda	NIPPON YUSEN KAISHA	On 1st Oct.
NAGASAKI, Kobe & Yokohama	NIKKO MARU	Jap. str.	1 m.	E. Forsyth	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
WAIHAIWEI & TIENTSIN	HUIKOW	Brit. str.	1 m.	J. Masthead	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
SHANGHAI	WOSANG	Brit. str.	1 m.	J. M. Smith	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI	ORIENTAL	Brit. str.	1 m.	A. L. Valentini	P. & O. S. N. Co.	About 26th inst.
SHANGHAI	TAKSANG	Brit. str.	1 m.	W. McClure	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at Noon.
SHANGHAI	TIENHANG	Brit. str.	1 m.	K. Hattori	JAVA-CHINA-JAPAN LINE	Quick despatch.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHI MARU	Jap. str.	1 m.	S. Tokushige	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
TAMUOI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.	J. Robertson	OSAKA SHOSEN KAISHA	On 27th inst., at Noon.
PAKHAI & HAIPHONG	SUNGKIAN	Brit. str.	1 m.	A. H. Stewart	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HATTAN	Brit. str.	1 m.	J. W. Evans	DOUGLAS LARPAK & Co.	To-day, at 1 P.M.
SWATOW, AMOY & FOOCHOW	SAIKO MARU	Brit. str.	1 m.	A. H. Stewart	DOUGLAS LARPAK & Co.	On 24th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	1 m.	W. G. Passmore	DOUGLAS LARPAK & Co.	On 25th inst., at 1 P.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	E. Hodgins	BUTTERFIELD & SWIRE	On 29th inst., at 1 P.M.
MANILA	LOONGSANG	Brit. str.	1 m.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
MANILA	CHINHUA	Brit. str.	1 m.	Finlayson	BUTTERFIELD & SWIRE	On 26th inst., at 3 P.M.
MANILA	KUNSAN	Brit. str.	1 m.	P. B. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TYMANOR	Dut. str.	1 m.	F. J. Fox	JAVA-CHINA-JAPAN LINE	On 3rd Oct., at 3 P.M.
BOMBAY VIA STRAITS & COLOMBO	NORBA	Brit. str.	1 m.	H. Nomura	P. & O. S. N. Co.	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	RANGOON MARU	Jap. str.	1 m.	I. Den	NIPPON YUSEN KAISHA	To-day, at 5 P.M.
BOMBAY VIA S'PORT, PORT SEAM, PINANG & COLOMBO	SHINCHIKU MARU	Jap. str.	1 m.	Nakamura	OSAKA SHOSEN KAISHA	On 30th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KAWACHI MARU	Jap. str.	1 m.	S. Finderson	NIPPON YUSEN KAISHA	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	FOOSHING	Brit. str.	1 m.	W. D. Welsh	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 3 P.M.
SINGAPORE & SOERABAYA	FAUSANG	Brit. str.	1 m.	H. S. Malkin	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	1 m.	Bradley	JARDINE, MATHESON & Co., Ltd.	On 7th Oct., at 3 P.M.
SINGAPORE, MAURITIUS & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	1 m.	D. A. Gardiner	THE BANK LINE LIMITED	On 25th Oct.
SANDAKAN	CHUNGANG	Brit. str.	1 m.	C. J. Matlock	JARDINE, MATHESON & Co., Ltd.	On 3rd Oct., at Noon.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER				TO L'POOL				FROM L'POOL				FROM VANCOUVER			
Steamers	Hongkong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Quebec	Steamers	Vancouver	Yokohama	Kobe	Nagasaki	Hongkong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPRESS OF RUSSIA	Meals and Sleeping £71.10	£71.10
EMPRESS OF ASIA	Car Berth across £65	£65
EMPRESS OF INDIA	Canada £6 additional.	£43
EMPRESS OF JAPAN		£45
MONTEAGLE		

Hour of Departure—All Steamers sail from Hongkong at Noon.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOTO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with SUZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLendid OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.
HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.
Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.
For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

WEATHER REPORT.

On the 21st at 11.05 a.m.—Pressure 3 nearly stationary over Japan and N.E. China, and also in the South. It has increased considerably over Formosa, the depression having entered the coast near Amoy and filled up.
Pressure is lowest over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.16 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST.

* Hongkong & Neighbourhood
Formosa Channel ... N.E. winds, fresh.
South coast of China between (The same as Hongkong and Lamook) ... No. 1.
South coast of China between (N.E. winds, Hongkong and Hainan) ... moderate.
* Variable to E. winds, light to moderate overcast with rain at first, improving later.

CHINA COAST METEOROLOGICAL REGISTER.

21st September, 1914, A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Wind Direction	Force	Weather
Vladivostok	7 a.	30.99	—	—	SSW	1	—
Nemuro	6 a.	29.99	—	—	SSW	1	—
Hakodate	6 a.	30.05	—	—	SSW	1	—
Tokyo	6 a.	30.12	—	—	SSW	1	—
Kobe	6 a.	30.13	—	—	SSW	1	—
Nagasaki	6 a.	30.05	—	—	SSW	1	—
Kagoshima	6 a.	30.12	—	—	SSW	1	—
Oshima	6 a.	30.05	—	—	SSW	1	—
Naha	6 a.	30.05	—	—	SSW	1	—
Ishijima	6 a.	30.01	—	—	SSW	1	—
Bonin Is.	6 a.	30.05	—	—	SSW	1	—
Chefoo	6 a.	30.05	—	—	SSW	1	—
Wei-hai-wei	6 a.	30.09	64	73	SSW	3	—
Hankow	6 a.	—	—	—	—	—	—
Ichang	6 a.	—	—	—	—	—	—
Kiungchuan	6 a.	—	—	—	—	—	—
Changsha	6 a.	—	—	—	—	—	—
Shanghai	6 a.	30.12	68	—	SSW	1	—
Guangzhou	6 a.	30.07	71	—	SSW	1	—
Swatow	6 a.	29.95	83	—	SSW	1	—
Amoy	6 a.	29.94	82	—	SSW	1	—
Taiwan	6 a.	29.97	76	—	SSW	1	—
Taipei	6 a.	29.97	—	—	SSW	1	—
Tainan	6 a.	29.94	—	—	SSW	1	—
Koshun	6 a.	29.94	—	—	SSW	1	—
Pescadore	6 a.	29.94	—	—	SSW	1	—
Canton	6 a.	29.93	78	—	SSW	1	—
Hongkong	6 a.	29.93	81	—	SSW	1	—
Gap Rock	6 a.	29.83	—	—	SSW	1	—
Macao	6 a.	29.89	78	—	SSW	1	—
Wuchow	6 a.	29.89	—	—	SSW	1	—
Hoihow	6 a.	29.89	—	—	SSW	1	—
Pakhoi	6 a.	29.89	—	—	SSW	1	—
Phu Lien	6 a.	29.89	77	—	SSW	1	—
Tourane	6 a.	29.89	77	—	SSW	1	—
Cape St. James	6 a.	29.89	77	—	SSW	1	—
Apurri	6 a.	29.89	—	—	SSW	1	—
Manila	6 a.	29.89	74	—	SSW	1	—
Iloilo	6 a.	29.89	74	—	SSW	1	—
Cebu	6 a.	29.89	74	—	SSW	1	—
Labuan	6 a.	29.89	74	—	SSW	1	—

T. F. OLAXTON, Director.

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2 TEMPERATURE, in the shade, in degrees Fahrenheit.
3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4 DIRECTION OF WIND, in two points.
5 FORCE OF WIND, according to Beaufort Scale.
6 STATE OF SKY, in blue sky, a detached cloud, a drizzling rain, a fog, a gloom, a hail, lightning, or overcast, a passing shower, a squall, a rain, a snow, a thunder, a visibility, a dew (wet).
7 RAIN in inches, tenths and hundredths.

HONGKONG TIDE TABLE.

From 22nd to 29th September, 1914.

HIGH WATER				LOW WATER			
Day of Week	Day of Month	H'kong. Mean Time	Height	H'kong. Mean Time	Height	Day of Week	Day of Month
Tues.	22	h. m.	ft. in.	h. m.	ft. in.	Tues.	22
		10 58	6 8	4 25	1 6		
Wed.	23	11 32	7 1	5 14	1 5	Wed.	23
		11 32	6 1	5 14	1 5		
Thurs.	24	11 58	7 3	5 10	1 6	Thurs.	24
		11 58	7 3	5 10	1 6		
Fri.	25	12 40	7 5	5 29	1 7	Fri.	25
		12 40	7 5	5 29	1 7		
Satur.	26	1 03	7 2	5 54	1 1	Satur.	26
		1 03	7 2	5 54	1 1		
Sun.	27	1 52	7 0	6 10	1 2	Sun.	27
		1 52	7 0	6 10	1 2		
Mon.	28	2 30	6 8	6 11	1 9	Mon.	28
		2 30	6 8	6 11	1 9		

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of "DAILY PRESS" are on Sale daily at the following Stores:—
KOWLOON BOOK STALL, Ferry Wharf
Messrs. HUNG CHEONG, Haiphong Road

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS TO SAIL
* SHANGHAI ... "WOSANG" ... Tuesday, 22nd Sept., Noon.
SINGAPORE, PENANG & CALCUTTA ... "CHOYANG" ... Friday, 25th Sept., 3 P.M.
* SINGAPORE, PENANG & CALCUTTA ... "FOOSHING" ... Saturday, 26th Sept., 3 P.M.
* SHANGHAI ... "LOONGSANG" ... Saturday, 26th Sept., 3 P.M.
* SHANGHAI ... "TAKSANG" ... Wed. day, 30th Sept., Noon.
SINGAPORE and SOERABAYA ... "CHUNANG" ... Saturday, 3rd Oct., Noon.
* MANILA ... "FAUSANG" ... Saturday, 3rd Oct., 3 P.M.
* SINGAPORE, PENANG & CALCUTTA ... "YUENSANG" ... Saturday, 3rd Oct., 3 P.M.
* SINGAPORE, PENANG & CALCUTTA ... "KUTSANG" ... Wed. day, 7th Oct., 3 P.M.

RETURN

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
BOMBAY and COLOMBO	STRAITS NUBIA Capt. F. J. Fox	at 5 P.M. 22nd Sept.	Freight and Passage.
SHANGHAI	ORIENTAL Capt. A. L. Valentini	About 26th Sept.	Freight and Passage.
LONDON via USUAL PORTS	SALSETTE Capt. A. F. Vine, R.N.R.	Noon. 26th Sept.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR Capt. A. Collyer	About 14th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.
For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd September, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LUCHOW"	On 22nd Sept., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 22nd Sept., 4 P.M.
FAKHOI and HAIPHONG	"SUNGKLANG"	On 23rd Sept., 10 A.M.
WEIHAWEI and TIENTSIN	"HUICHOW"	On 29th Sept., 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 29th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" "CHENAN" "SHAOSHING" and the S.S. "LIANGCHOW." "LUCHOW" and "YINGKOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 20th September, 1914.

AGENTS.

[5]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	...	On 30th Sept. 10 A.M.
EASTERN	...	On 9th Oct. 10 A.M.
ALDENHAM	...	On 30th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

39

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 1st September, 1914.

AGENTS.

[49]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 22nd Sept., at 1 P.M.
"HAIHING"	Capt. W. C. Passmore	FRIDAY, 25th Sept., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 29th Sept., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	THURSDAY, 24th Sept., at 1 P.M.
----------	---------------------	---------------------------------

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 19th September, 1914.

[4]

TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
SHINYO MARU	22,000—21 knots from Nagasaki	6th Oct.
CHIYO MARU	22,000—21 knots ...	TUES., 20th Oct.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10... RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. £96.10.
" " " SAN FRANCISCO	£45. £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots ...	Tuesday, 6th October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

[212]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CHICAGO MARU"	K. Hori	THURSDAY, 1st Oct., at 4 P.M.
"CANADA MARU"	H. Yamamoto	WED'DAY, 14th Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Perovels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM
PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SHINCHIKU MARU"	I. Den	WED'DAY, 30th Sept., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	...

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY, 27th Sept., at Noon.
"DAIIN MARU"	K. Murakami	...

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	X. Hatori	TUESDAY, 22nd Sept., 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

774

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:	FROM COLOMBO:
25th Sept.	17th Oct.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong:	"SALAMIS" 25th Oct.
----------------	---------------------

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
Fitted With Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

33

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP—via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	\$ KASHIMA MARU Capt. M. Yagi	20,000	WEDNESDAY, 23rd Sept., at 10 A.M.
	\$ MISHIMA MARU Capt. F. L. Sommer	16,000	WEDNESDAY, 7th Oct., at 10 A.M.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	\$ AWA MARU Capt. T. Hori	12,500	TUESDAY, 22nd Sept., 4 P.M.
	\$ SHIDZUOKA MARU Capt. Deguchi	12,500	TUESDAY, 6th Oct., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sakino	9,600	TUESDAY, 29th Sept., A.M.
	NIKKO MARU Capt. R. Takeda	9,600	WEDNESDAY, 21st Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	KAWACHI MARU Capt. Nakamura	12,500	THURSDAY, 24th Sept.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU Capt. H. Nomura	12,500	WEDNESDAY, 23rd Sept.
KOBE	JINSEN MARU Capt. Terada	5,000	THURSDAY, 1st Oct.
KOBE	SANUKI MARU Capt. Date	12,300	FRIDAY, 25th Sept.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. R. Takeda	9,600	SATURDAY, 26th Sept., at Noon.
KOBE and YOKOHAMA	ATSUTA MARU Capt. Inazawa	15,000	TUESDAY, 22nd Sept., at Noon.

\$Fitted with New System of Wireless Telegraphy.

NOTICE.—"Kumano Maru," "Kamokura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
	Return.	Return.	Return.	Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241.
18-9-14

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	to COLOMBO.	SHANGHAI	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later)
p.m.		HAIPHONG	KOBE		1st	
Thurs.		6 p.m.	Noon		Friday	Thursday
Sept. 17	SALSETTE	Sept. 22	Sept. 26	MALOJA	Oct. 23	Oct. 29
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION OF Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at MARSEILLES, Plymouth and London. These vessels will now arrive in MARSEILLES on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from MARSEILLES can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and MARSEILLES are as follows:—			
LONDON			
1st Saloon	"A" Accommodation	Single	£65. Return £97.
2nd Saloon	"B" " " "	"	" £59. " £89.
	"A" " " "	"	" £44. " £66.
	"B" " " "	"	" £40. " £60.
MARSEILLES			
1st Saloon	"A" Accommodation	Single	£61. Return £91.
2nd Saloon	"B" " " "	"	" £55. " £85.
	"A" " " "	"	" £42. " £62.
	"B" " " "	"	" £38. " £58.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
	YOKOHAMA	SHANGHAI	HONGKONG	PORT SAID	MARSEILLES	LONDON
	about	about	about	about	about	about
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single, £75 Return. 2nd Saloon £35 Single, £52 Return.

FARES TO MARSEILLES:

1st Saloon £46 Single, £69 Return. 2nd Saloon £33 Single, £50 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

74

POST OFFICE NOTICE.

SHIPS' LETTER BOXES.

- 1.—It is hereby notified that during the continuance of the War all outgoing correspondence must be sent to the General Post Office or at any of its Branch Offices.
- 2.—Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.
- 3.—Ships' Officers are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed, and returned to the General Post Office.
- 4.—Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide Consignees' letters which should be left open for inspection when required.
- 5.—Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
- 6.—Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide Consignees' letters posted in the Ships' Letter Boxes or received by Ship Officers at the ports from which they sailed, or anywhere en route to Hongkong.
- 7.—The above regulations will not affect the licensed Private Letter Boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong, Canton and Macao Steamboat Co.

WAR RISKS ARE NOT COVERED BY POSTAL REGISTRATION OR INSURANCE.

The Parcel Post service to Egypt and countries beyond is for the present suspended.

A small Parcel Mail from London dated 8th inst. reached this Office per P. & O. Candia.

A late Mail for Swatow, Amoy and Foochow will in future be closed for all Douglas Steamers 20 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G.P.O. in the late off Des Vaux Road.

The Hongkong, with the FRENCH MAILER *Magellan*, is due to arrive here on Saturday, the 26th inst.

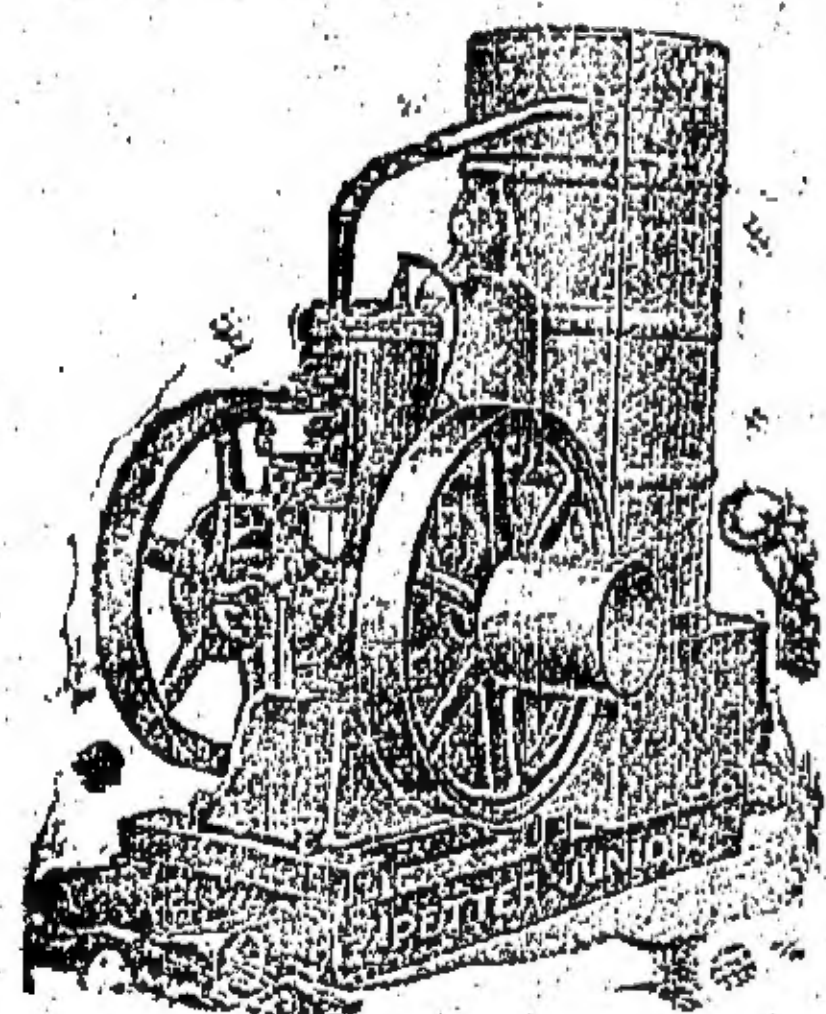
The Korea, with the AMERICAN MAIL, left Yokohama for Hongkong via Manila on the 16th inst. at 10 a.m., and is scheduled to arrive here on Monday, the 23rd inst.

FOR	PER	DATE
Hoihow, Haiphong and Pakhoi...	Phanang...	Tuesday, 22nd, 9:00 A.M.
Swatow, Amoy & Formosa via Takao & Amoy...	Sasha Maru...	Tuesday, 22nd, 9:00 A.M.
Japan via Kobe...	Sasha Maru...	Tuesday, 22nd, 11:00 A.M.
*Shanghai and *North China...	Wanong...	Tuesday, 22nd, 11:00 A.M.
Swatow, Amoy and Foochow...	Hayao...	Tuesday, 22nd, NOON
Japan via Nagasaki...	Amakomuro...	Tuesday, 22nd, 1:00 P.M.
*Straits, *Batavia, *Sourabaya, *Samarang...	Bojun Maru...	Tuesday, 22nd, 3:00 P.M.
Philippine Islands...	Tan...	Tuesday, 22nd, 3:00 P.M.
SHANGHAI and NORTH CHINA (EUROPE VIA SIBERIA)...	Luchow...	Tuesday, 22nd, 3:00 P.M.
[To make connection with the Tientsin-Peking Railway closing at Shanghai Brit. P.O. at 11.30 a.m. on Monday, the 28th inst.]		
Formosa via Keelung *Shanghai, *North China, Japan via Moji, Victoria, B.C., and Seattle (Wash.)...	Atua Maru...	Tuesday, 22nd, 3:00 P.M.
*Straits, *Ceylon and *India via Bombay...	Nubia...	Tuesday, 22nd, 4:00 P.M.
*Straits...	Jason...	Tuesday, 22nd, 4:00 P.M.
*Straits, Ceylon and Europe...	Kashima Maru...	Wednesday, 23rd, 9:00 A.M.
Batavia, Samarang and Sourabaya...	Tamawook...	Wednesday, 23rd, 9:00 A.M.
Pakhoi and *Haiphong...	Sungkyang...	Wednesday, 23rd, 9:00 A.M.
Fort Bayard, Haiphong and Pakhoi...	Hue...	Thursday, 24th, 9:00 A.M.
Swatow...	Haimun...	Thursday, 24th, NOON
Swatow, Amoy and Foochow...	Hatching...	Friday, 25th, NOON
*Straits and *India via Calcutta...	Choyang...	Friday, 25th, 2:00 P.M.
Japan via Nagasaki...	Nikko Maru...	Saturday, 26th, 10:00 A.M.
[SPECIALS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT AND EUROPE VIA BRINDISI (Late Letters 11 to Noon, Extra postage 10 cents)]		
[Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.]		
The Parcel Mail will be closed on Friday, the 25th inst., at 5 p.m.		
Philippine Islands...	Loongyang...	Saturday, 26th, 2:00 P.M.
*Straits, and India via Calcutta...	Fooshing...	Saturday, 26th, 2:00 P.M.
Philippine Is., *Australia, *Tasmania, *New Zealand via Port Darwin and New Guinea via Brisbane...	Taiquan...	Monday, 29th, 11:00 A.M.
Philippine Islands, Australia, Tasmania, New Zealand via Thursday Island and New Guinea via Brisbane...	Tungo Maru...	Tuesday, 30th, 10:00 A.M.
Swatow, Amoy and Foochow...	Haiyang...	Tuesday, 26th, NOON
Philippine Islands...	Chinhua...	Tuesday, 29th, 3:00 P.M.
*Wohaiwei and *Pianhu...	Huchow...	Tuesday, 29th, 3:00 P.M.
Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Brisbane...	St. Albans...	Wednesday, 30th, 10:00 A.M.

* Specially superscribed correspondence only.

In the case of Mails closing before 9 a.m. in the morning, Registration closes at 5 p.m. on the previous evening.

ON HAND FOR SALE.



ONE 30 FOOT MOTOR LAUNCH
Thornycroft Model Fitted with 12-14 H.P.
Kerosine Engine.

ONE PORTABLE OXY-ACETYLENE
SEARCHLIGHT with Morse Signalling
Shutter.

ONE WIRELESS TELEGRAPH SET
complete with Induction Coil, Overhead Wires
Spars, &c., suitable for Coasting or Patrol Steamer.

ONE SEMI-DIESEL 8 H.P. CRUDE
OIL ENGINE AND DYNAMO with
Electric Searchlight.

KEROSENE OIL ENGINES "PETER'S"
FROM 7 TO 12 H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,
14, DES VEAUX ROAD, HONGKONG.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	HOMEWARD	
MARSEILLES VIA PORTS	POLYNESIEN	On 29th September, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY
and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE
and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice versa
delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

COMMERCIAL.

CLOSING QUOTATIONS.

September 21st	
ON LONDON—	
Telegraphic Transfer	1/3 1/2
Bank Bills, on demand	1/3 1/2
Bank Bills, at 30 days' sight	1/3 1/2
Bank Bills, at 4 months' sight	1/3 1/2
Credits, at 4 months' sight	1/10 1/2
Documentary Bills 4 months' sight	1/10 1/2
ON PARIS—	
Bank Bills, on demand	nom.
Credits, at 4 months' sight	nom.
ON NEW YORK—	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	nom.
ON HONGKONG—	
Telegraphic Transfer	nom.
Bank, on demand	134
ON CALCUTTA—	
Telegraphic Transfer	nom.
Bank, on demand	134
ON SHANGHAI—	
Bank, at sight	76
Private, 30 days' sight	nom.
ON YOKOHAMA—	
On demand	87 1/2
On Manila—	
On demand—Pesos	87 1/2
ON SINGAPORE—	
On demand	107 1/2
ON BATAVIA—	
On demand	nom.
ON SAIGON—	
On demand	86 1/2
ON HANKOW—	
On demand	111.000m.
GOLD LEAF, 100 fine, per tola	\$56.90
SILVER, per oz.	23 1/2

SUBSIDIARY COINS.

Hongkong 20 cents pieces	per cent.
Hongkong 10	\$10.03 discount.
	\$10.06

FORTHCOMING EVENTS.

- Saturday, 26th Sept.—
Noon—Douglas Steamship Co., Ltd. Meeting
of Shareholders.
Monday, 28th Sept.—
3 p.m.—Auction of Crown Land at Tai Hang
Village, by Public Works Dept.
Wednesday, 30th Sept.—
Noon—Yue Hing Loong Meeting of Creditors
at the Registered Office.

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	38.00
Return (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Com-
panies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong
about 11 p.m.) are permitted to sleep on board till next morning without extra charge.
Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 22ND SEPTEMBER, 1914.
8 a.m. HONAM.
5 p.m. FATSHAN.

WEDNESDAY, 23RD SEPTEMBER, 1914.
8 a.m. HONAM.
5 p.m. FATSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAI SHAN, Tons 2,006.
HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 27TH SEPTEMBER, 1914.

The Company's New Steamship "TAISHAN"
Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return
from Macao at 2 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m.
and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAI SHAN, Tons 2,006.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANFING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct Steamers LINTAN and SANDY. These vessels have superior Cabin
accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier.

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, September 21st			
	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.99	29.99	29.87
Temperature	87	81	75
Humidity	58	72	57
Wind Direction	WSW	North	West
Force	2	2	4
Weather	c	c	or
Rain	0.6	0.6	
Highest open air Temperature on 20th	88		
Lowest open air Temperature on 20th	57		

新外中港香
CHUNG NGOI SAN PO
(Chinese Daily Press).

PUBLISHED DAILY
Is the oldest and still immeasurably the best
Advertising medium among the
Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China
Tado-China etc.
Terms for Advertising (Translation free) can
be obtained at the Office, 104, Des Vaux Road
Central Hongkong, 131, Fleet Street, London
or from the different Agents.
Documents translated from or into Classical
or Colloquial Chinese.

"The Criterion of Quality"

TRINITY

No. 77

Virginia Cigarette

MILKMAID STERILIZED NATURAL MILK
MEANS SAFETY NO MICROBES

A fresh consignment of Half-size Tins

has now arrived.

Please apply to usual Stores.

11157

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 10200 tons

PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

KOREA	Sailing TUESDAY	8th Oct., at 1 p.m.
SIBERIA	" TUESDAY	19th Oct., at 1 p.m.
CHINA (via Manila)	" TUESDAY	27th Oct., at Noon
MANCHURIA	" TUESDAY	3rd Nov., at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority
of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous
caterer. Large staterooms, equipped with electric fans and running water. Berths
equipped with electric reading lamps. Numerous amusements—salt water swimming
tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.
The Safety and Comfort of Passengers is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
King's Buildings.

TEL. No. 141.

Printed and Published by STRAM A. HALL for the Concerned at 104, Des Vaux
Road Central, Victoria, Hongkong: London Office, 131, Fleet Street, E.C.